THE CHANGE IN TIME.

the New Time Adopted by Most of the inilroads of the Country at Noon on lovember 18—Only Five Instead of (as Formerly) Fifty-three Rieds of Time-Difference Calculated for Many Cities.

We are indebted to the courtesy of the Chicago Tribune for the map given which has been adopted by the railroads of the North American Continent. In connection with the map the Tribune four minutes slower than New York showing the difference between the new being based upon the 60th meridian is time and the local or solar time of the two hours faster than the Central time. leading cities of the country.

A change in time, says the Tribune, somewhat similar to that which is now Central time. Pacific time, based upon effected in America, was brought about the 120th meridian, is two hours slower in England as long ago as January 13, than Central time. complications arising under the old included in the different divisions. The

the 120th, eight hours—thus making five different standards between the Atlantic and Pacific Oceans. These five standards are shown on the map in the order just mentioned, viz.: Intercolo-nial, Eastern, Central, Mountain and Pacific time.

MERIDIANS. The 90th meridian, on which Central time is based, is nine minutes slower also published the table given below, City solar time. Inter-colonial time, Mountain time, which is based upon the 105th meridian, is one hour slower than

1848, and a reform could no longer be The several meridians are indicated delayed in this country owing to the upon the map, as well as the territory dispensation. It may not be generally irregularity in the boundaries is caused by the various roads wishing to adopt as their standard the time of the meridder fifty-three different kinds of time,

9 50 faster than Richmond, Va. 22 48 faster than Wheeling, W. Va. 14 40 faster than Raleigh, N. C. 19 48 faster than Charleston, S. C. CENTRAL TIME. CENTRAL TIME.

9 30 slower than Chicago, Ill.
1 28 siower than Springfield, Ill.
6 44 slower than Aurora, Ill.
7 44 slower than Joliet. Ill.
8 44 slower than Waukeran, Ill.
6 56 slower than Elgin. Ill.
3 40 slower than Elgin. Ill.
1 36 slower than Freeport, Ill.
1 40 faster than Galena, Ill.
2 4 slower than Dixou, Ill.
3 32 slower than Princeton. Ill.
2 15 faster than Galesburg, Ill.
2 32 faster than Galesburg, Ill.
3 32 faster than Galesburg, Ill.
3 32 faster than Macomb, Ill.
4 40 slower than Streator, Ill. slower than Streator, Ill. 4 40 slower than Streator, III.
1 32 slower than Peoria. III.
0 56 faster than Jacksonville, III.
3 52 slower than Bloomington, III.
5 24 s ower than Pontiae, III.
7 8 slower than Urbana. III.
2 28 slower than Lincoln, III.
4 8 slower than Decatur, III.
9 28 slower than Danville, III.
3 22 slower than Vandalia, III.
3 20 slower than Cairo, III.
7 48 slower than Detroit, Mich. 48 slower than Detroit, Mich.
16 slower than Saginaw, Mich.
16 slower than Port Huron, Mich.
48 slower than Flint, Mich.



repeatedly, besides causing other inconvenience. FIVE GRAND DIVISIONS.

The fifty-three kinds of time were represented on the old railroad maps by an elaborate system of colors which would confuse an ordinary observer. Under the new system there are five divisions of time on the North American Continent: Intercolonial, embracing Nova Scotia and New Brunswick; Eastern, taking in the New England States, New York, Pennsylvania and the States south of Pennsylvania; Central, including Illinois, Ohio, Indiana, Missouri and the States north and south of them; Mountain, comprising the roads west of the Missouri River in the mountains; and Pacific, taking in the lines on the Pacific coast. THE FIVE COLORS.

ions are marked by shades, and the change will be comprehended at a glance when these facts are recalled. The time in which the earth revolves upon its axis is divided into twenty-four equal parts, termed hours, and for convenience in measuring distances the distance around the earth from East to West is divided into 360 parts, called degrees of longitude. The surface of the earth, therefore, travels as many degrees in one bour as twenty-four is contained times in 360, or fifteen. From this it is seen that there is M. S. between each succeeding fifteen de-grees of longitude around the earth,

FIFTEEN DEGREES AN HOUR. The railroad officials of the Continent decided to adopt as their standard of regulation the time of the Greenwich Observatory, London, England, and as the longitude in which their roads were situated was so many times fifteen degrees wastward from Greenwich, they made their standard of time that many hours slower than Greenwich time. Hence the 60th degree of longitude is four hours slower than Greenwich time; • the 75th, five hours slower; the 90th,

faster going East and slower going

towns in Illinois and Iowa are run on Chicago time, which the railroads running from this city introduced. The tables herewith printed show the difference between the solar time of those towns and the standard time. This explanation may prevent the towns in question from confounding the Chicago time, which they now use, with their solar time.

THE ORIGINAL SUGGESTIONS.

The country is indebted to two ditizens of New York for the original suggestions leading up to this important innovation. The idea occurred to Prof. Cleveland Abbe, of the Signal Bureau

at Washington, and his plans were elaborated by Dr. F. A. P. Barnard, of Co-lumbia College. Prof. Abbe proposed his plan as early as 1878, at a meeting of the American Meteorological Society. It is unnecessary to review the many The five colors can not be given in discarded suggestions made from time to time in regard to time-standards Suffice it to say that they were all found to be too sweeping and revolutionary. The scheme which is now adopted has received the emphatic approval of a number of scientific associations, among them the American Meteorological Society, the American Geographical Society, the Canadian Institute, the Inter-

INTER-COLONIAL TIME. difference of one hour actual time
tween each succeeding fifteen detween each succeeding fifteen dela 20 faster than Halifax, N. S.
31 45 faster than St. Johns, N. F.
24 14 faster than St Johns, N. B.

31 43 faster than St. Johns, N. F.
24 14 faster than St Johns, N. B.

EASTERN TIME.

18 57's slower than Portland, Me.
15 46 slower than Boston, Mass.
14 4 slower than Concord, N. H.
9 40 slower than Montpelier, Vt.
14 24 slower than Providence, R, I.
14 31-5 slower than Providence, R, I.
19 17 slower than Hartford, Conn.
8 14 slower than New Haven, Conn.
15 5 slower than Quebec, Can.
2 40 faster than Quebec, Can.
2 40 faster than Toronto, Can.
3 50 slower than New York City, N. Y.
5 52 slower than Albany, N. Y.
5 54 slower than Albany, N. Y.
5 54 slower than Trenton, N. J.
6 56 slower than Philadelphia, Pa.
7 50 faster than Philadelphia, Pa.
7 50 faster than Harrisburg, Pa.
20 10 8-15 faster than Pittsburgh, Pa.
2 8 faster than Dover, Dei.
6 28 faster than Baltimore, Md.
8 1 1-5 faster than Baltimore, Md.
8 1 1-5 faster than Baltimore, Md.

19 8 slower than Battle Creek, Mich 17 40 slower than Kalamazoo, Mich. 17 40 slower than Kalamazoo, Mich. 14 56 slower than Niles, Mich. 23 55 slower than Adrian, Mich. 19 52 slower than Coldwater, Mich. 25 28 slower than Ypsilanti, Mich. 15 4 slower than Muskegon, Mich. 14 16 slower than Pentwater, Mich. 11 40 slower than Manistee, Mich. 21 32 slower than Manistique, Mich. 11 40 slower than Manistique, Mich. 15 0 slower than Manistique, Mich. 10 20 slower than Manustique, Mich. 10 20 slower than Marquette, Mich. 2 44 slower than Ontonagon, Mich. 6 48 slower than Eagle River, Mich. 24 slower than Milwaukee, Wis. 5: slower than Racine, Wis. 56 slower than Oskosh, Wis. o 30 slower than Oskosn, wis. 9 24 slower than Manitowoc, Wis. 9 24 slower than Manitowoc, Wis. 6 16 slower than Menasha, Wis. 7 52 slower than Green Bay, Wis. 1 12 slower than Stevens Point, Wis. 1 24 slower than Wausau, Wis. 25 fector then Manisad, Wis. 32 faster than Ashland, Wis. 12 slower than Sheboygan, Wis 6 8 sower than Oconomowoc, Wis.
6 16 slower than Geneva Lake, Wis.
3 56 slower than Janesville, Wis.
4 56 faster than La Crosse, Wis.
5 52 faster than Eau Claire, Wis.
3 54 slower than Beloit, Wis.
6 44 slower than Waukesha, Wis. 3 12 faster than Superior City, Wis. 3 23 slower than Appleton, Wis. 4 32 faster than Prairie dn Chien, Wis. 4 22 faster than Prairie du Chien, Wis.

5 24 faster than Chippewa Falls, Wis.

5 24 faster than Chippewa Falls, Wis.

5 25 faster than Hudson, Wis.

3 48 slower than Waupaca, Wis.

4 20 slower than Dartford, Wis.

4 24 slower than Berlin, Wis.

6 12 slower than Neenah, Wis.

4 48 slower than Ripon, Wis.

5 4 slower than Watertown, Wis.

5 48 slower than Watertown, Wis.

5 48 slower than Depere, Wis.

2 22 slower than Madison, Wis.

12 28 slower than Crawfordsville, Ind.

14 48 ower than Elkhart, Ind.

15 48 slower than Goshen, Ind.

16 40 slower than Goshen, Ind.

18 28 slower than Greencastle, Ind. 16 40 slower than Goshen, Ind.
12 32 slower than Greencastle, Ind.
15 28 slower than Indianapolis, Ind.
17 4 slower than Jeffersonville, Ind.
12 24 slower than Lafayette, Ind.
15 25 slower than Kokomo, Ind.
14 28 slower than Logansport, Ind.
18 24 slower than Madis n, Ind.
12 28 slower than Michigan City, Ind.
18 24 slower than Muncie, Ind.
16 36 slower than Nuncie, Ind.
16 36 slower than New Albany, Ind.
14 44 slower than Plymouth, Ind. 16 38 slower than New Albany, Ind.
14 44 slower than Plymouth, Ind.
15 40 slower than Peru, Ind.
9 40 slower than Princeton, Ind.
16 20 slower than Richmond, Ind.
16 20 slower than Seymour, Ind.
10 24 slower than Terre Haute, Ind.
11 48 slower than Valparaiso, Ind.
11 20 slower than Washington, Ind.
13 24 faster than Albert Lea, Minn.
13 24 faster than Anoka, Minn.

11 40 faster than Austin, Minn. 8 16 faster than Du.uth, Minn.

8 44 slower than Kenosha, Wis. 9 20 slower than Menomonee, Wis. 8 8 slower than Oconto, Wis. 3 16 faster than Black River Falls, Wis.

12 56 faster than Faribault, Minn. 11 12 faster than Hastings, Minn. 9 4 faster than Lake City, Minn. 11 12 faster than Hastings, Minn. 9 4 faster than Lake City, Minn. 15 48 faster than Mankato, Minn. 0 faster than Minneapolis, Minn 0 faster than Red Wing, Minn. 10 0 faster than Red Wing, Minn.
9 44 faster than Rochester, Minn.
11 4 faster than Stillwarer, Minn.
12 8 faster than St. Paul, Minn.
6 28 faster than Winona, Minn.
20 28 faster than Yankton, D. T.
28 22 faster than Fort Gary, Man.
1 36 faster than Des Moines, Ia.
4 24 faster than Des Moines, Ia. 4 24 faster than Des Moines, 1a.
4 24 faster than Burlington, Ia.
5 52 faster than Keokuk, Ia.
23 20 faster than Council Bluffs, Ia.
12 40 faster than Mason City, Ia.
9 32 faster than Ottunwa, Ia.
6 34 faster than Cedar Rapids, Ia.
9 12 faster than Waterloo, Ia.

9 12 faster than Waterloo, Ja.
11 32 faster than Marshailtown, Is.
6 4 faster than Marshailtown, Is.
2 18 faster than Davenport, Ia
25 32 faster Sioux City, Ia.
25 32 faster Sioux City, Ia.
27 54 slower than Columous, O.
27 54 slower than Cincinnati, O.
25 48 slower than Toledo, O.
20 36 slower than Toledo, O.
20 36 slower than Louisville, Ky.
16 56 slower than Lexington, Ky.
12 48 slower than Lexington, Ky.
12 48 slower than Nashville, Tenn.
14 20 slower than Knoxville, Tenn.
15 40 slower than Savannah, Ga.

The same as Memphis, Tenn.
35 40 slower than Savannah, Ga.
22 0 slower than Atlanta, Ga.
23 48 slower than Tallahassee, Fla.
34 40 slower than Tallahassee, Fla.
34 40 slower than Montgomery, Ala.
35 41 slower than Mobile, Ala.
36 42 faster than Umaha, Neb.
37 44 faster than Lincoln, Neb.
38 44 faster than Jackson, Miss.
38 faster than Vicksburg, Miss. 8 faster than Vicksburg. Miss.
5 l6 faster than Katchez, Miss.
0 8 faster than New Orleans, La. 0 8 faster than New Orleans, La
4 28 faster than Baton Rouge, La.
29 8 faster than Austin, Tex.
33 52 faster than San Autonio, Tex.
19 12 faster than Galveston, Tex.
19 36 faster than Talequah, Ind. Ter.
8 41 faster than Little Rock, Ark. 8 1 faster than Little Rock, Ark.
1 0 faster than St. Louis, Mo.
8 40 faster than Jefferson City, Mo.
18 28 faster than Kansas City, Mo.
19 24 faster than St. Joseph, Mo.
19 44 faster than Leavenworth, Kan.
21 44 faster than Topeka. Kan.
20 40 faster than (Atchison?) Kan.

MOUNTAIN TIME. 5 4 slower than Deadwood, D. T. 16 56 slower than Bismarck, D. T. 22 59½ faster than Fort Benton, M. T. 27 46 faster than Virginia City, M. T. 1 12 slower than Cheyenne. W. T. 27 36 faster than Salt Lake City, Utah. 0 27-15 slower than Denver, Col 5 4 faster than Leadville, Col. 4 40 faster than Santa Fe, N. M. 23 40 faster than Tueson, A. T. 23 44 faster than Prescott, A. T. 1 2 13-15 slower than Chihuahua, Mez.

PACIFIC TIME. 12 0 faster than Olympia, W. T.
9 50 faster than Portland, Ore.
14 40 slower than Boise City, Idaho.
140 slower than Virginia City, Nev.
9 37 faster than San Francisco, Cal.
55 44 faster than Sacramento, Cal.

20 52 faster than Guaymas, Mex.

AN ARCHITECTURAL TRIUMPH.

The Great Bridge Over the Niagara River Almost Completed.

LOCKPORT, N. Y., Nov. 19.-By Monday or Tuesday next one of the greatest engineering feats of modern times, the first canti-lever bridge ever built in America, will have spanned the great chasm, five hundred feet wide, of the Niagara River at Suspension bridge. The last section of this massive work which will be placed in position there will be the keystone of the arch, and will of necessity be fitted to a hair to the exact dimensions of the space to be filled. The last pieces are now awaiting the finishing strokes at the Central Bridge Works at Buffalo. These pieces are expected at the bridge Monday, and if they arrive in time will be put in lace Tuesday, November 20. There is some work to be done after the crossing is complete, but there is no doubt that the bridge will be ready for the passage of trains of ears by December 10. The bridge has been built in a shorter time than any work of its kind ever was before. The first work was commenced April 20, so that in just seven months from the commencement it will be substantially completed. The Niagara has heretofore boasted that it had the first railway suspension-bridge; it can now boast also of having the first canti-lever bridge, which is just the opposite of a suspension bridge in its design and structure. There are other canti-lever bridges being built, but this will be the first one completed. The bridge approaches will not be done as soon as the bridge itself, but all will be ready for the tracks by December 10, and the Canada Southern and New York Central Roads will then have their own bridge over the Niagara.

An Ant's Brain.

Well may Darwin speak of the brain of an ant as one of the most wondrous particles of matter in the world. We are apt to think that it is impossible for so m nute a piece of matter to possess the necessary complexity required for the discharge of such elaborate functions. The microscope will no doubt show some details in the ant's brain, but these fall hopelessly short of revealing the refinement which the ant's brain must really have. The microscope is not adequate to show us the texture of matter. It has been one of the great discoveries of modern times to enable as to form some numerical estimate of the exquisite delicacy of the fabric which we know as inert matter. Water or air or iron may be divided and subdivided, but the process can not be carried on indefinitely. There is a well-defined limit. We are even able to make some approximation to the number of molecules in a given mass of matter. Sir W. Thompson has estimated that the number of atoms in a cubic inch of air is to be expressed by the figure three, followed by no fewer than twenty ciphers. The brain of the ant doubtless contains more atoms than an equal volume of air; but even if we suppose them to be the same, and if we take the size of an ant's brain to be a little globe one-thousandth of an inch in diameter. we are able to form some estimate of the number of atoms it must contain. The number is to be expressed by writing down six, and following it by eleven ciphers. We can imagine these atoms grouped in so many various ways that even the complicity of the ant's brain may be intelligible when we have so many units to deal with. An illustration will perhaps make the argument clearer: Take a million and a half of little black marks, put them in a certain order, and we have a wondrous result-Darwin's "Descent of Man." This book merely consists of about 1,500,000 letters, placed one after the other in a certain order. Whatever be the complexity of the ant's brain, it is still hard to believe that it could not be fully described in 400,000 volumes, each as large as Darwin's work. Yet the number of molecules in the ant's brain is at lerst 400,000 times as great as the number of letters in the memorable volume in question .- Longman's Magazine.

-Newbern, Tenn., has a law that imposes a fine of not less than twenty-five dollars nor more than fifty dollars on any person who goes into a saloon on

Our Young Folks.

HER MAJESTY.

She wears a royal, golden crown,
Our little, laughing, shy-faced queen;
The clust ring curls o er eyes of brown
Are bright as summer starlight's sheen.

She sways a scepter o'er us all.

And we obey each proud command;
For we are held in slavery's thrall

By that imperial, dimpled hand.

Her robes of state are pure as snow, In every heart she finds a throne. In all the land she has no foe;

Her loyal subjects, low and high, Full many a costly tribute bring; The glories of her kingdom, I, Her humble poet-laureate, sing.

Around my neck her soft arms twine, My song is smothered in her curls; Her sweet, fresh ips are pressed to mine. Oh, Baby-little queen of girls! -Golden Days.

DOWN CELLAR.

Once, not very long ago, little Tommy Tucker cried because he couldn't have a whole mince pie and a big piece of cheese for his supper.
"Jack Horner did," he pouted.

"Then Jack had the stomach-ache afterwards," said Mamma Tucker. "You'd have to take castor oil, Tommy. How would you like that?"

But Tommy didn't have to take castor oil, because he didn't have the pie; and because he did'nt have the pie he got up in his high chair behind the door and cried as loud as he could cry. Wasn't he a foolish little boy?because crying wouldn't help things a bit, you know.

After a while Tommy began to understand that, so he stopped crying and began to think, with his lips pouted out and a scowl on his face; and he thought he would go away and stay so that Mamma Tucker would think he was lost, and then she would feel, oh, dreadfully; and the next thing would be a mince pie for his supper.

"I'll go up to Uncle Dar's," said Tommy; but then he thought they would find him there, first thing. Besides, it was cold and stormy.
"I'll go down cellar and hide in the

brick closet," said Tommy, then; and there was just where he did go, creeping down the stairs as easy as a mouse. He didn't believe anybody could hear him; but somebody did. Somebody saw him, too. It was Papa Tucker, who was stopping a leak in the cistern. It was very dark in the brick closet, because there wasn't any way for the light to get in when Tommy had shut he little door behind him. The brick closet was made in one of the three great chimneys, under the parlor fireplace. Sometimes pies and cakes were cept there; but the pies and cakes and Tommy didn't happen in the closet at the same time. That was a trial, but Tommy didn't have a great while to think about it. The floor of the closet was hard, but Tommy was sleepy—it was past his bed-time-and while he was wondering why Mamma Tucker didn't come to find him, he went fast

asleep. I will tell you the reason Tommy Tucker's mamma didn't wring her hands and go looking up-stairs and down-stairs for her little boy, when she found he wasn't in his high chair behind the door. It was because Papa Tucker had seen Tommy and heard him; and knew just where he was.

"We'll have to teach him a little lesson," said Papa Tucker. So he didn't go to bed when everybody else did, but ocked the cellar door and sat down before the fire to read, right over Tommy's poor little sleepy head.

By and by Tommy waked up. At first he couldn't think where he was, but pretty soon he remembered. Poor little Tommy Tucker! He was so hungrv he didn't know what to do-hecause he hadn't had his supper, you know; and he ached dreadfully, the floor was so hard. But the floor didn't seem so hard to Tommy as the thought that his mamma hadn't tried to find him-nobody had tried to find him. And they had all gone to bed, and left him alone; he knew they had gone to bed-everything was so still.

Tommy began to cry again.
"Oh dear, dear me!" he wailed. "I wish I didn't be down here-I do!" But wishing, all alone, doesn't do any more good than crying; and may be Tommy wouldn't have done anything but wish, if he hadn't just at that minute heard a little rustle somewhere around-anyway he thought he did; and a rustle in a cellar where there isn't anything to rustle, you know, is a dreadful thing.

So Tommy Tucker thought. out and felt along in the dark to the cellar stairs; and he went up the cellar stairs and tried to come the cellar stairs are compared to come the cellar stairs and tried to come the cellar stairs are compared to compar "Oh dear," he cried again; and he the cellar stairs and tried to open the door, which was locked, as I have already told you.

How Tommy screamed when he found he couldn't get out himself!
"Papa! mamma! O mamma!"

And, of course, then Papa Tucker came in haste to unlock the door. "Why, Tommy," said he, "how came

you here?" "I-I was down in the brick closet," said Tommy, with a sob; "and I was scared-orfle scared. And I want a hundred and sixty-five, and what result piece of bread and butter, papa-a big arge picce.'

And so that's what Tommy Tucker had for his supper-though his name wasn't really Tommy Tucker .- Youth's Companion.

A Talk with the Boys.

"I don't know what to do," said one just stepping from the threshold of boy-hood. "My ability is not great. If I enter college there must be long years of preparation. The fitting school, the college, the professional school each de-

mand their weary years.
"If I engage in mercantile business, must commence at the bottom round. must sweep the store and run errands and do up bundles. I must slowly rise if at all. How do I know I shall rise, I have no capital and my business capacity is not wonderful.

"If I engage in manufacturing, there, too, I must begin low if I would rise high. I must go into the lowest room of the mill. I must learn all of the disagreeable details of the business. It will take me years to learn, and after all I may fail.

"If I am to be a farmer I must have long years of disagreeable plodding. 1 must pick up stones and drive cows and

water horses, and do, a thousand unheard-of chores, before I am prepared to even run in debt for a farm and go into business for myself. It is a hard row to hoe. The field of life is a rocky one. I believe I'll settle down in my little corner, do as well as I can the humble work that comes to me, take the bitter with the sweet, be content with a lewly lot, and thing ambition to the winds. I am a common boy—I might as well recognize the fact now as ten years hence.

Let me speak, as a friend, who has tuaveled this rocky road many years before you. Let me tell my little story. Let me give you a big dose of that med-icine so often prescribed, so seldom

given-advice. And first, I would say, the way is rough. There is no flowery path to success. The road to honor and usefulness is not a paved one. Whatever vocation you choose, be it law or medicine, or the ministry, or agriculture, or merchandise, it is work, work, hard work and up-hill work at that

"I don't know what to do," you say. It may not be time for a final decision. There are many lessons you ought to learn, no matter what pursuit in life you follow. Have you learned, those? But if you feel that the time has really come, that you must decide and yet you can not, then ask advice, ask some one in whose judgment you have confidence. Think over it. Pray over it. Take it, Once taken, don't stop to look back. Go to work with a will. Don't say: "Oh, dear, I wish I had done something else;" or, "I am not suited to this business;" or, "I don't believe I shall succeed." Unless health fails, or facts show unmistakably that you are on the wrong track, push on.

"How do I know I shall rise?"

Resolve that you will. Where there is a will there is a way.

Those who have made their mark in

almost every calling are not those who have the quickest apprehension, nor the most retentive memory, nor the most nimble fingers, nor the most unerring judgment. They are those who have persevered. They did not fail, because they would not fail.

The boy who can work steadily, with one purpose in view, who can do little by little his work, and can keep on trying till he does it well, that boy has no right to say: I have no ability. He has ability, the highest kind of ability, and it is his duty to make the most of it. He owes it to himself. He owes it to the world. He owes it to his God, and to those he loves next to God.

Make, then, the most of yourself, my young friend. There is more good material than you think. The steel needs tempering, the iron needs working, and it will take time, but it is good solid ore. Work it well.

The strongest, the bravest, the best men have been those who had a hard row, to hoe, and who hoed it. Hoe away, my boys. Pull out the weeds. Work hard. Don't be discouraged. There is sunshine on the hilltops. There are flowers by the roadside. You shall not want a loving word, and, if need be, a helping hand.—Golden Kule.

Johnnie's Recreation.

"Johnnie," said a father to his handsome young son one evening as, they were sitting together, "can you count a billion?"

"Certainly, papa; that's no great feat," was the reply. "Do you know how many make bil-

lion?" the father next queried. "Not exactly; but I will see what Webster says in his dictionary. Here it is -'A million of millions; as many millions as there are units in a million.

"Now, my son, this is a very large number, and do you think you can count it?" "Certainly I can."

"How long do you think it would take you if you do nothing telse but count?" "Perhaps all day, or easily in two

days," replied the son.

Take your slate and pencil and let us make a little calculation. As your tongue is very nimble, I will allow that you can count two hundred a minute. How many will this give you in an hour?" asked the father. "Why, only twelve thousand."

"And how many in ! twenty-four "Only two hundred and eighty thousand," replied the boy.

"This tells you that two days are not enough, even if you count without eating or sleeping, for it would only give you six hundred and seventy-six thou-

"If you do," said the good-natured father, with a twinkle in his eye, "I will give you a hundred pounds, and take you to France and Italy next summer. Come, use your pencil again, and see how far a year will carry you towards the billion, allowing that you work three hundred and sixty-five days, and twenty-four hours each day. Multiply two hundred and eighty-eight thousand counted in a day, by three will you have?"

"Why, paps, only one hundred and five million, one hundred and twenty thousand. I give it up, for I believe I could not count it in my whole lifetime.'

"This is very probable, my son; but now you are at it keep up the calcula-tion, and find out how long it would take to count a billion. Be careful in your multiplications and additions, for a small mistake where the figures are so many will make a great difference in the result. I will look over you. You have made the calculation, and what result have you?"

"Perfectly amazing! To count a million times a million would most certainly take nine thousand five hundred and twelve years, twenty-four days, five hours and twenty minutes, at the rate of two hundred every minute." .-Baptist Weekly.

The meanest man has been found in Atlantic City, N. J. He pulled his daughter's teeth out to keep her from going with a young man.—N. Y. Sun.

-The late Bishep Hunter, of the Mormon Church, was born and reared